

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. NO.: 2966-01
BILL NO.: HB 1347
SUBJECT: Motor Vehicles; Revenue Department
TYPE: Original
DATE: January 24, 2000

FISCAL SUMMARY

ESTIMATED NET EFFECT ON STATE FUNDS			
FUND AFFECTED	FY 2001	FY 2002	FY 2003
None	\$0	\$0	\$0
Total Estimated Net Effect on <u>All</u> State Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2001	FY 2002	FY 2003
None			
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2001	FY 2002	FY 2003
Local Government	\$0	\$0	\$0

Numbers within parentheses: () indicate costs or losses
This fiscal note contains 3 pages.

FISCAL ANALYSIS

ASSUMPTION

Officials of the **Department of Revenue, Department of Transportation** and the **Office of Prosecution Services** assume this proposal would have no fiscal impact to their agencies.

Officials of the **State Courts Administrator (CTS)** assume there could be a slight increase in the number of cases filed; however, CTS officials would not anticipate a significant impact to the workload of the courts to result from this proposal.

Officials of the **State Public Defender (SPD)** assume that existing staff could provide representation for those 50-75 cases arising where the indigent persons were charged with failure to provide a sufficient lookout to avoid potential road or highway hazards, such as slowing, turning or stopping vehicles at road or highway obstructions; putting pedestrians and/or bicyclists in danger, failure to scrape the windows clear of ice, inappropriate use of the center lane of a highway, or following too closely. However, passage of more than one similar bill would require the State Public Defender System to request increased appropriations to cover the cumulative cost of representing the indigent accused in additional cases.

<u>FISCAL IMPACT - State Government</u>	FY 2001 (10 Mo.)	FY 2002	FY 2003
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	\$0	\$0	\$0
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<u>FISCAL IMPACT - Local Government</u>	FY 2001 (10 Mo.)	FY 2002	FY 2003
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	\$0	\$0	\$0
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FISCAL IMPACT - Small Business

No direct fiscal impact to small businesses would be expected as a result of this proposal.

DESCRIPTION

This proposal would make several changes relating to motor vehicles. It would:

DESCRIPTION (continued)

- 1) make it unlawful for any person to operate a motor vehicle in the state when such person has been domiciled in the state for 30 days or more unless the person has a valid Missouri license;
- 2) change the initial point value for speeding to assess 3 points for exceeding the speed limit by 20 miles per hour or more, and 2 points for exceeding the speed limit by between 6 and 20 miles per hour, whether the limit is set by state or local authority;
- 3) establish points for failing to exercise the highest degree of care and causing an accident, 3 points, and failing to exercise the highest degree of care without causing an accident, 2 points;
- 4) define the term "careful and prudent manner" (a) Maintaining a sufficient lookout to avoid potential road or highway hazards such as slowing, turning, or stopping vehicles and road or highway obstructions; (b) Presenting no unreasonable danger to pedestrians and bicyclists; (c) Operating a vehicle with all windows cleared of any substances which could obstruct or reduce the vehicle operator's vision;
- 5) prohibit operation of a vehicle on a center lane of a road or highway which has been marked as a left turn lane for any purpose other than making a left turn; and
- 6) prohibit drivers from following another vehicle closer than 50 feet when the speed limit is over 55 miles per hour.

This legislation is not federally mandated, would not duplicate any other program and would not require additional capital improvements or rental space.

SOURCES OF INFORMATION

State Courts Administrator
Department of Revenue
Department of Transportation
Office of Prosecution Services
State Public Defender
Missouri Highway Patrol



Jeanne Jarrett, CPA
Director
January 24, 2000

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